

WATCH  
THIS  
SPACE  
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### But One Candidate

#### For Civil Service Exams.

But one applicant appeared at the council chamber yesterday to take an examination under the U. S. Civil Service commission to fill a vacancy as stenographer and typewriter in Washington. The examination opened at 10 o'clock and was carried on until late in the day. Two Bridgeport young men had been applicants, but only one, Robert Francans, appeared. The examination was carried on under the supervision of E. B. Stebbins, district superintendent, of Boston.

This is the first examination in Bridgeport under the new ruling of the commission that applicants furnish photographs before being allowed to take the examination. It is alleged in the past that applicants have sent others to take examinations for them.

The annual examinations for clerks and carriers which was to be held in this city, Oct. 15, has been postponed indefinitely as the department has insufficient clerk and carriers, until 1915.

On Oct. 15, in the council chamber of the city hall an examination will be held for field positions. There are a number of clerks, stenographers, and typewriters required in offices about the country and these will be filled by successful applicants taking the examination here.

### BRIEF ITEMS OF

#### LOCAL INTEREST

The decomposed body of the man found yesterday in the dry bed of a stream on the farm of Albert Voight on Reservoir avenue, has been identified as that of Charles Watkinson of 206 Holly street, who disappeared on May 23, 1913. Detective Sergeant Parker Hall identified the body. Watkinson made a visit daily to the Park cemetery, and it is thought that he was suddenly attacked with heart failure.

A reception will be given by Dewey camp, No. 2033, Modern Woodmen of America in honor of the promotion of J. W. Hughes of Hartford, from Hartford county deputy to state deputy. Mr. Hughes will be guest of honor. All camps of the city will participate and an extensive musical program has been arranged.

On Columbus Day, October 12, the departments at the post office will be open as follows: General delivery, parcel post and registry windows, open from 8 a. m. to 12 m.; money order, postal savings bank and stamp windows, closed all day; carriers will make but one delivery.

Charles F. Lacombe, chief engineer of the bureau of gas and electricity in New York, handed in his resignation to take effect Nov. 12. The job pays \$7,500.

### Automobile News

#### HOW TO PRESERVE FINISH.

"The finish of a car is a point that should receive much attention. The automobile, unlike the piano in the home or the highly polished furniture in the office, must withstand exceedingly severe conditions. Dust, rain, oil and temperatures ranging from below zero up to and above the 100 degree mark, must all be resisted by the enamel and varnishes on the motor car. Some automobile manufacturers finish their own cars while others have this work done for them on a contract. The disadvantage of this latter method," explained Geo. H. Peck, of the Peck & Lines Co., distributors, in this territory for the Haynes, "is that the manufacturer is never sure of what he is getting, for while a car may have the appearance of having been expensively finished, unless the best pigments and varnishes have been used, and unless the work has been correctly and painstakingly executed, durability need not be expected."

"Haynes cars are finished entirely in the Haynes factory, only the very highest grade products being used. The bodies are all 'rub-finished,' that is to say, the paint is actually rubbed into the surface of the metal. It is considerably more expensive than other methods as it requires eighteen operations to produce a finished job. The object is to get a very thin uniform coat over the entire surface. Any vibration of the car tends to bend and crack the varnish. A thick coat will crack and peel off, while a thin, even, carefully applied series of coats will resist this tendency to crack. This may be illustrated by bending a piece of heavy cardboard and a piece of tissue paper. The cardboard breaks with the slightest bend while the tissue paper may be crumpled again and again without fracture."

#### SUGGESTIONS FOR CARE OF TIRES.

Mr. L. Greenwald, head of the Service Department of the Firestone & Rubber company, suggests the following precautions to auto owners:

When you are through with your car for the season, jack it up, remove the tires from the wheels and wash them well with soap and water. Be sure to remove all traces of oil or grease. The rims too, should be cleaned. Do not let the tires rest on accumulation and painted with liquid graphite.

For the best protection, the tires should be wrapped in clean cloth or paper and laid flat in a cool, dry place. If possible, store tires where they will not be subjected to extremes of heat and cold. A temperature of 40 to 60 degrees is most favorable for avoiding chemical action in the rubber.

A very effective way is to wrap them in strips of muslin or burlap, about three inches wide. Wind the strips around the tire and have each wrap lap over about one inch. Inner tubes should be deflated, and placed in a box, or wrapped in a clean cloth or paper, and laid flat in a dark place with no weight resting on them. If they are left in the tubes, they should be partly inflated.

Never let the weight of the car rest on the tires when laying up for the winter months. Jack it up and allow the axles to rest on supports. The constant weight on one part of the tire will cause it to flatten at that point, causing the fabric and greatly weakening it. If the tires are left on the rims, they should be thoroughly cleaned and repaired and only enough air pressure left in them to keep them well rounded. This prevents them from wrinkling or cracking.

While the car is not in use is an opportune time to have necessary repairs made on tires. It is the repair shops' slack season and, as you are in no hurry for the return of the tires, they can devote all the time necessary for your job and do it right. Examine tires well and have all cuts in the tread extending through to the fabric repaired.

By following these suggestions, you can add many miles to the life of your tires.

#### AMERICANS IN MOTOR CAR.

##### AMBULANCE SERVICE.

Ambulance work has been added to the repertoire of roles assumed by automobiles operating under war conditions in and about Paris. Among the distinguished Americans who have volunteered for ambulance service is Robert Bacon, former American ambassador to France. He visited the headquarters of the Packard Motor Car Company to purchase a motor car for American ambulance service use. R. N. Goode, the manager, expressed his desire to provide a car for ambulance service without charge, and to drive it himself. He immediately had a car equipped for the work. The first job was a dash for Colomiers with Mr. Bacon and two doctors to get a wounded English general. Mr. Bacon, in a small car furnished by the French government, has since been accompanying Goode's ambulance on its various trips to rescue wounded soldiers.

One of Goode's assistants, named Clarke, has left for volunteer service with the Third Army Corps, driving one of the cars formerly operated in connection with the European rental service. His bunk-mate is Baron Henri de Rothschild, who volunteered for service in the English army as chauffeur.

Upon the Packard Branch of Paris fell the burden of the second big rush from the city, when the German advance upon Paris became dangerous. Parisians of the highest circles started an immediate exodus for Havre, Brittany and the South, to get boats for England. Paris offices of other foreign-made cars were closed, and French automobile concerns had all their cars requisitioned by the government.

Having the European rental cars at its disposal, and also by reason of its ability to obtain permits to leave the city and often to enter the military zone itself, the Packard organization has been overwhelmed with demands upon it.

### TORPEDES FOR ROAD HOGS.

One of the touring annoyances is always the motorist who monopolizes the center of the highway, regardless of the rate at which he is traveling, and thereby compels those who want to pass him, to do so at either inconvenience or considerable risk.

Three or four such drivers, scattered along a dusty, narrow highway, can remove from the motoring pleasure of others so much that there is little left.

Since July 4th, however, such experiences have not befallen "Uncle Dan" Schnabel, a veteran motorist of Johnstown, Pa. "Uncle Dan" now takes the road prepared for just such emergencies.

His Independence day celebration took the form of a jaunt from Johnstown to Altoona.

Several miles out of Johnstown, on a narrow part of the highway, "Uncle Dan's" "Six" caught up with a road hog. In vain "Uncle Dan" manipulated his electric horn. "The car ahead kept doggedly in the center."

In plique "Uncle Dan" reached a handy sack and extracted a giant torpedo which he hurled toward the other car. It hit the stone road under the car ahead, and let go with a bang. The road hog immediately pulled up at the side of the road. "Uncle Dan" swept by. As he looked back "Uncle Dan" saw the crew of the other car frantically inspecting all four tires to find the suspected blowout.

One experience was enough. As he picked up car after car on the narrow mountain road, "Uncle Dan" never hesitated. "One torpedo and he had the road. Since then, he never takes his car out on any of the mountain highways without full equipment of torpedoes."

His experiences find a parallel in the case of the Ohio motorist who found his "Four" often blocked by a load of hay.

According to his veracious narrative he equipped the car with a horn which neighs like a horse. Driving close up under the rear of the load, he neighs his horn. The pilot of the load immediately infers that his cargo is furnishing a free lunch to some neighbor's trotter. He pulls out and with one more neigh, the motorist whizzes by.

#### "TAXED" AND "UNTAXED."

A million and a half of automobile owners are becoming quite generally agreed that road users should not be divided into taxed and untaxed classes. Through its executive board, on which every state is represented, the American Automobile Association, at the September session, renewed consideration of the subject, taking action that leaves no doubt as to its posing.

In the adopted report of a special committee named at the semi-annual meeting of the entire association, Chairman H. A. Bonnell sets forth that in only four states is it possible to make the registration tax in lieu of the personal tax. The association remains opposed to the payment of the two taxes, designated as "a

constitutional infringement of the principles of equal taxation and the rights of the citizens of a state who own automobiles."

Referring to the general tendency to increase both the registration tax and automobile values when taxed as personal property, the committee confutes the assumption that any double tax is justified because of so-called excessive destruction of the roads, which it asserts is not borne out by the actual facts; and furthermore, it is held that automobiles have an equal right with all other vehicles to the free use of the public highways, built and maintained by general taxation.

Calling attention to the presence of other vehicles which share in the wearing out of the public highways, the committee concludes with the following resolution:

"Resolved, That while maintaining as a matter of principle and of right and justice its position against the double taxation of automobiles, the American Automobile Association recommends the passage of an act by the legislatures of the several states, placing a wheel tax on all vehicles that use the public highways, such tax to be in proportion to the present fee paid by the owners of motor driven vehicles. The association agrees to use its efforts through state and local clubs, and among automobile owners generally throughout the United States, to continuously and persistently urge this legislation and also such other necessary legislation until all license fees in excess of the cost of automobiles shall be abolished."

### Fairfield County News

#### Automobile Accidents.

Backfiring of the engine set fire to Charles L. Giesinger's automobile at Lake Kenton Monday evening and the car was totally destroyed. The car was a new one and the loss is covered by insurance.

An automobile operated by Mrs. Egbert Lillie, of Wilton, struck a carriage in Norwalk Monday afternoon, throwing the occupants of the team on the ground and tearing off the rear wheel. Those in the carriage were William Gilbert and his wife, Margaret McGrath and Frank Bassler, a young boy. Mrs. Gilbert sustained a bruised left hip and arm while the other woman sustained contusions about the chest and her right side. The little boy escaped with a shaking up. According to the story of eye witnesses, Mrs. Lillie in attempting to pass the team at the point where a detour starts, lost control and the front wheel caught the rear one of the carriage.

#### \$2.25 For Laborers.

A Greenwich town meeting passed, Monday, a resolution increasing the wages of all residents of the town employed by the town from \$2 to \$2.25 a day.

#### Identification of Suicide.

The identity of the man who was found hanging in Keeler's woods, Norwalk, Sunday was ascertained Tuesday when Thomas Haas identified the dead man as being August

### AMUSEMENTS

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**Litchfield County News**  
**Voting Machine Used.**  
Much interest was centered on the operation of the new voting machine used for the first time in Norfolk, Monday and the verdict was practically unanimous in its favor. Little or no difficulty was experienced by the voters. The polls were closed at 3 and the result of the balloting was retained eleven minutes after that hour.

**Renominated For Senator.**  
Senator John M. Wadhams of Goshen has been renominated for state senator by the Republicans in the Thirtieth District.

**In Supreme Court.**  
In the Supreme court at Hartford, Tuesday, the suit of Mary A. Hayes of Torrington against the Torrington Water Company had the right of way for argument. It went to the supreme court on an appeal by Mrs. Hayes from a judgment against her in the superior court. In September, 1911, Mrs. Hayes lived in Torrington, and she was a patron of the water company. She claimed that she drank water from the pipes in her house, believing that the water was free from contamination. She alleged that the water was impure, seriously contaminated and unfit to drink, and as a result of drinking the water, she alleged that she became ill. At the time of the grievance which she complains of, she says that the company allowed filthy water and sewage to flow into its ponds and that the company was in a prosperous condition and was paying a dividend of 40 per cent. on its capital stock. She said that she was not guilty of contributory negligence, but that it was the negligence of the company in not keeping its water pure that caused her illness and she asked for damages of \$15,000. The case went to trial before a jury and the lawyers for the water company moved for a judgment in non-suit. This was granted and Mrs. Hayes appealed. As the basis of the appeal the contention is that Judge Case, who granted the motion in non-suit, erred in granting the motion. All of the testimony that was offered in support of Mrs. Hayes' case forms a part of the record in the Supreme court.

**Patents**  
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